BookletChart™

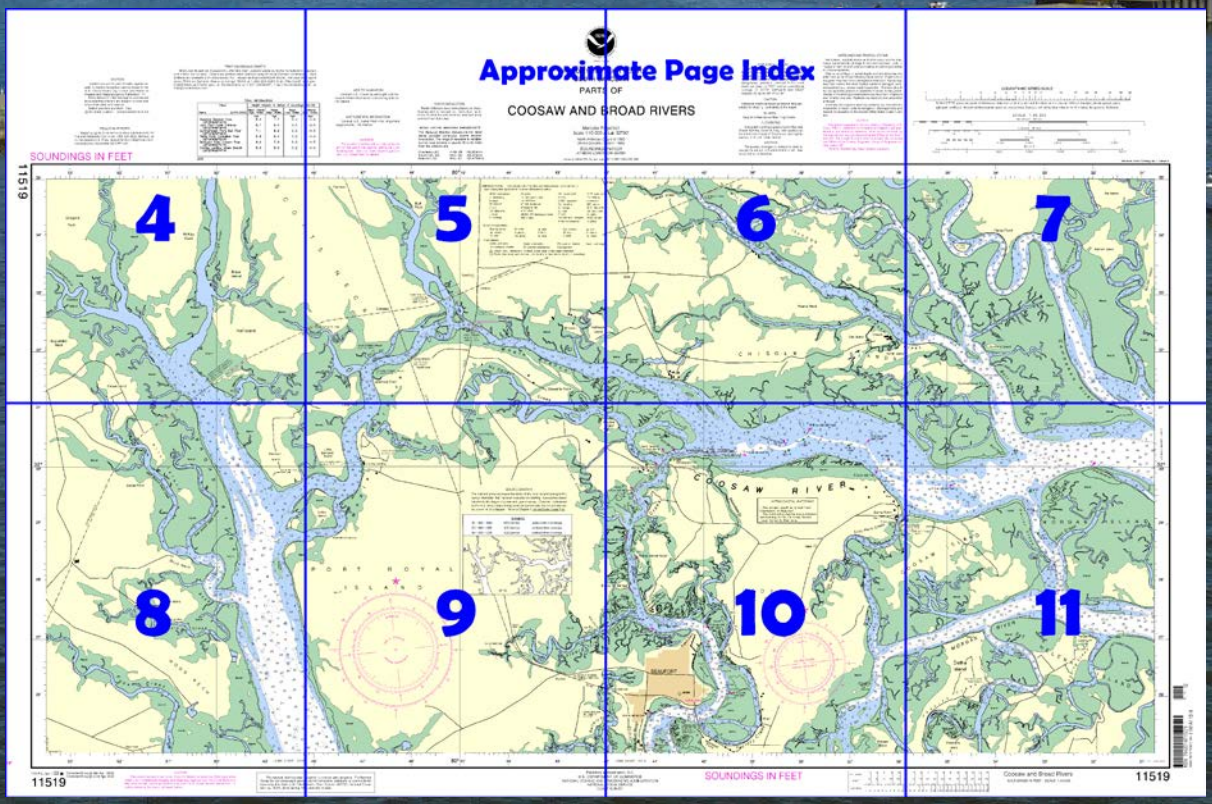
Parts of Coosaw and Broad Rivers

NOAA Chart 11519

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

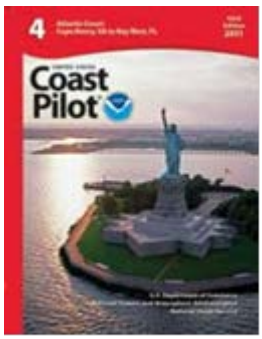
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11519.



(Selected Excerpts from Coast Pilot)
Combahee River, 3 miles above the mouth of the Coosaw River, had a reported controlling depth of 11.4 feet, in 2001, for a distance of about 9 miles above the entrance. The river is navigable for craft drawing up to 5 feet to U.S. Route 17 highway bridge 20 miles above the entrance. The highway bridge has a fixed span with a clearance of 14 feet. The mean range of tide is 6.4 feet at Fields Point, about 5.6 miles above the mouth of the river, and 4.4 feet at the highway bridge.
New Chehaw River, on the north side of the entrance to Combahee River, is unimportant and has no traffic. **Old Chehaw River** enters the Combahee River from northward about 2 miles above New Chehaw River. The town of **Wiggins** is about a mile above the junction of Old and New Chehaw Rivers.
Bull River enters Coosaw River from the northward about 5 miles above the latter's mouth. Two miles above its mouth, Bull River divides into **Williman Creek** and **Wimbee Creek,** which pass north and south, respectively, of **Williman Islands** and rejoin 4.5 miles above the lower junction. The upper section of Williman Creek where it rejoins Wimbee Creek is known as **Schooner Channel**.
Chisolm is a small town on the south bank of Wimbee Creek about 1.5 miles above the lower junction with Williman Creek. In 1983, the reported controlling depth to Chisolm was 8 feet. A section of a former railroad bridge, now used as a fishing pier, is on the west side of Wimbee Creek, 1 mile above the upper junction with Schooner Channel. An overhead power cable with a clearance of 80 feet crosses the creek at this point. In 1983, the reported controlling depth was 8 feet to the fishing pier by way of Bull River, Williman Creek, and Schooner Channel; between Chisolm and the upper junction with Schooner Channel, Wimbee Creek is nearly dry in places at low water.
Parrot Creek, which enters Coosaw River on the south side opposite Bull River, is a 2-mile link between Coosaw and Morgan Rivers. The reported controlling depth through the creek was 11 feet in 1994-1999. Daybeacons mark the north entrance. In 1999, shoaling to bare was reported just NNW of Daybeacon 2 in the N entrance to Parrot Creek.
Lucy Point Creek, about 2 miles westward of Parrot Creek, also connects Coosaw and Morgan Rivers. In 1994-1999, the reported controlling depth in the creek was 8 feet, for about 0.3 mile. Currents in the creek are reported to be very changeable and unpredictable. A highway bridge crossing the creek 0.3 mile from the entrance has a fixed span with a clearance of 14 feet. The adjacent power and telephone cables have a clearance of 28 feet. There is a surfaced launching ramp close N of the fixed bridge. A daybeacon marks the entrance.
Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant 1.7 miles above the creek mouth. In 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant.
On **Village Creek**, about 0.8 mile above Coffin Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek**, is about 1.5 miles west of Village Creek. In 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.
On **Jenkins Creek**, about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In 1994-1999, the reported controlling depth was 11 feet to these plants where diesel fuel, water and ice can be obtained. On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 50-ton lift is available.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Apr. 19/03
Corrected through LNM Apr. 8/03

Mercator Projection
Scale 1:40,000 at Lat. 32°30′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS

Heights in feet above Mean High Water.

Seabrook CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Charleston to Beaufort.
The controlling depths are published periodically in the US Coast Guard Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Charleston,SC	KHB-29	162.55MHz
Savannah, Ga	KEC-85	162.40MHz
Beaufort, SC	WXJ-23	162.475MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.678" northward and 0.622" eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, or at the the Office of the District Engineer, Corps of Engineers in Charleston, SC.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Beaufort, Beaufort River (32°26′N/80°40′W)	8.0	7.7	0.2	-3.0
Lucy Point Creek Entrance (32°27′N/80°36′W)	6.7	6.4	0.1	-3.0
Summerhouse Point, Bull River (32°31′N/80°34′W)	7.1	6.8	0.2	-4.5
Fields Point, Combahee River (32°34′N/80°33′W)	6.8	6.4	0.2	-4.0
Brickyard Point, Coosaw River (32°29′N/80°41′W)	8.0	7.6	0.2	-4.5
Corning Landing, Whale Branch (32°30′N/80°47′W)	8.6	8.2	0.2	-4.5

(203)

CAUTION

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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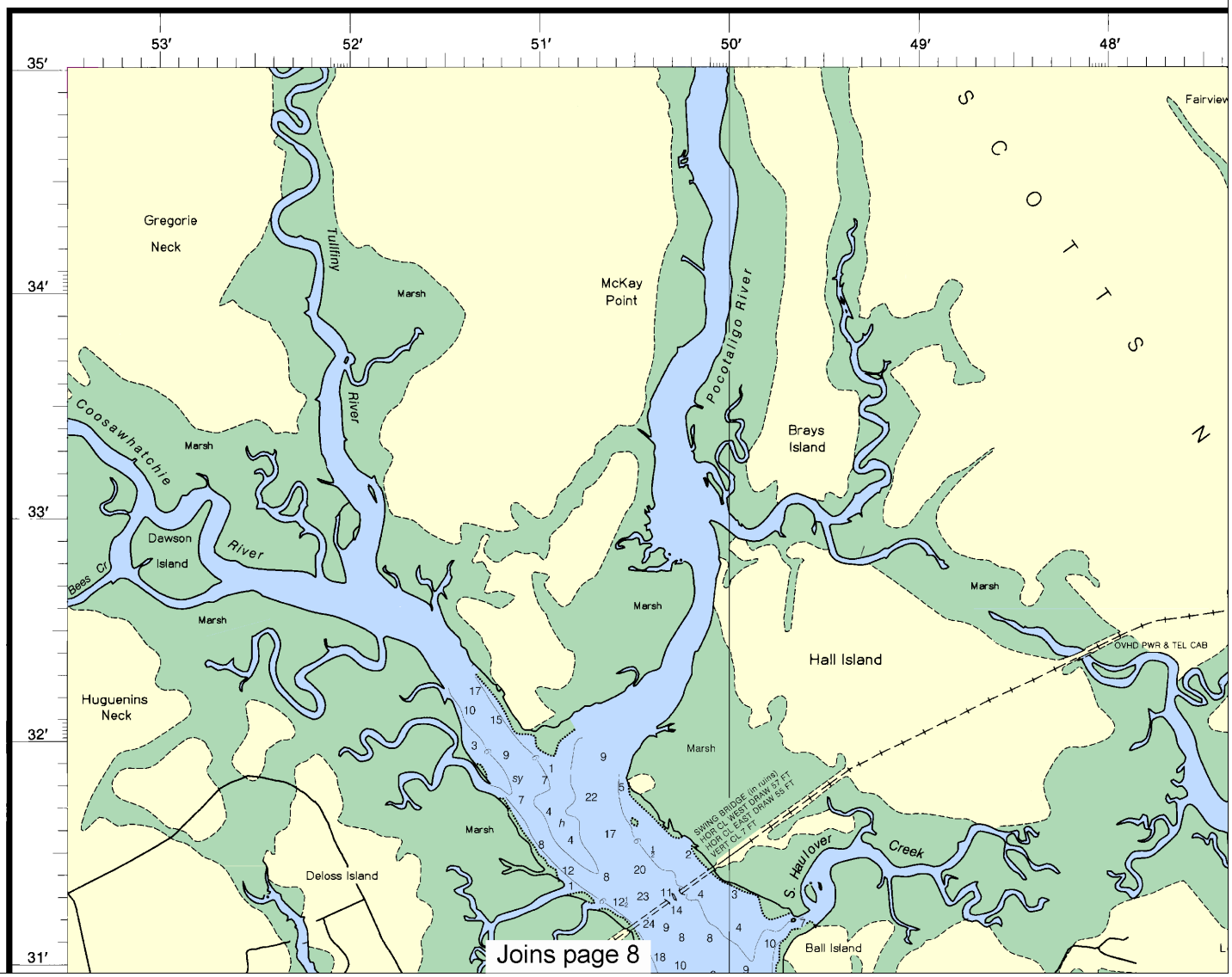
(203)

SOUNDINGS IN FEET

11519



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

UNITED STATES - EAST COAST
SOUTH CAROLINA

PARTS OF

COOSAW AND BROAD RIVEI

Mercator Projection
Scale 1:40,000 at Lat. 32°30′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 794, 1st Ed., Jan 1937 C-1937-456 KAPP 222

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important
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WARNING

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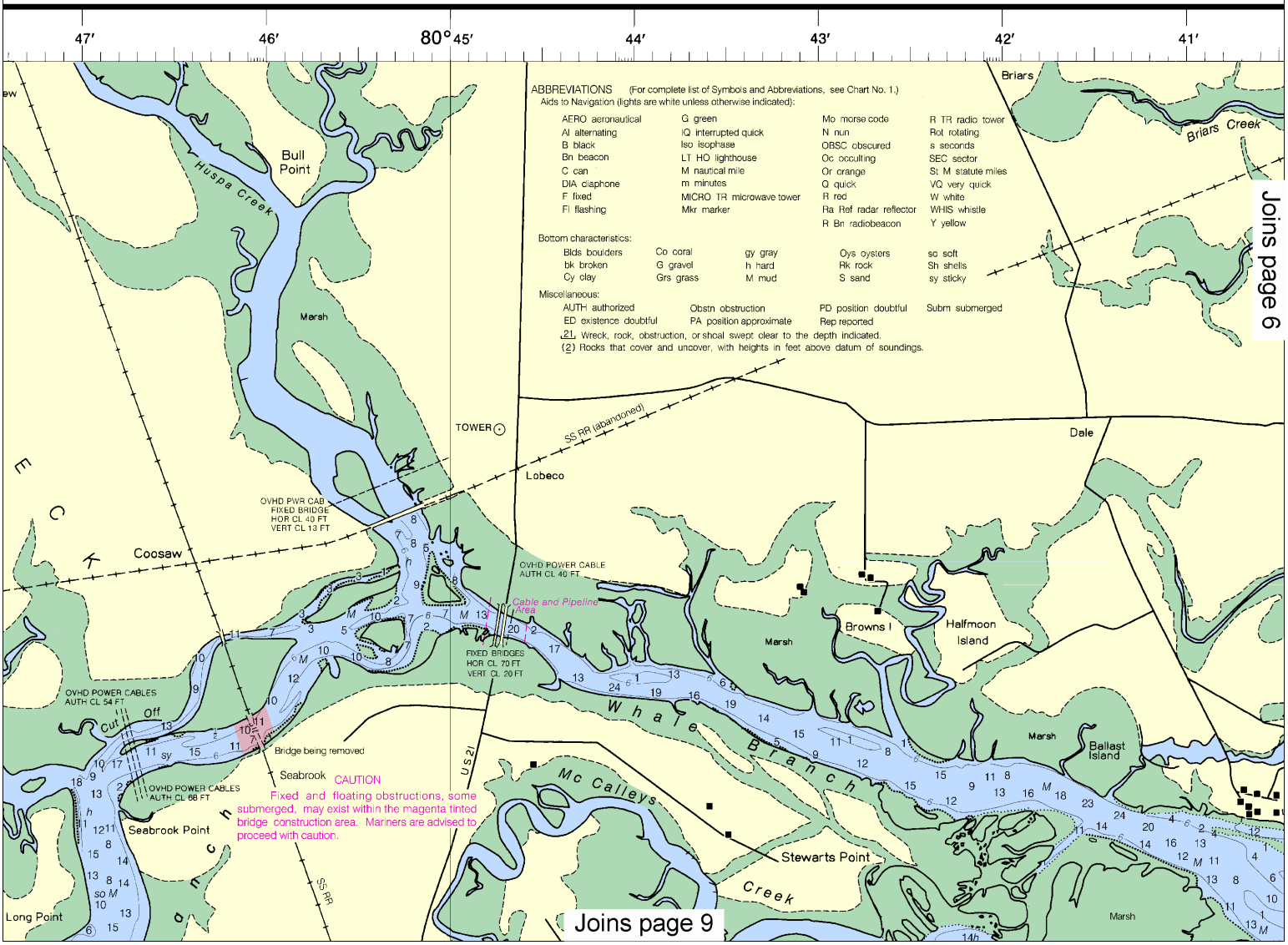

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES - EAST COAST
SOUTH CAROLINA

PARTS OF

OSAW AND BROAD RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 32°30′

North American Datum of 1983
(World Geodetic System 1984)

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CAUTION

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HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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NOTE A

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Coast Pilot 4. Additions or revisio
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the regulations may be obtained a
mander, 7th Coast Guard Distric
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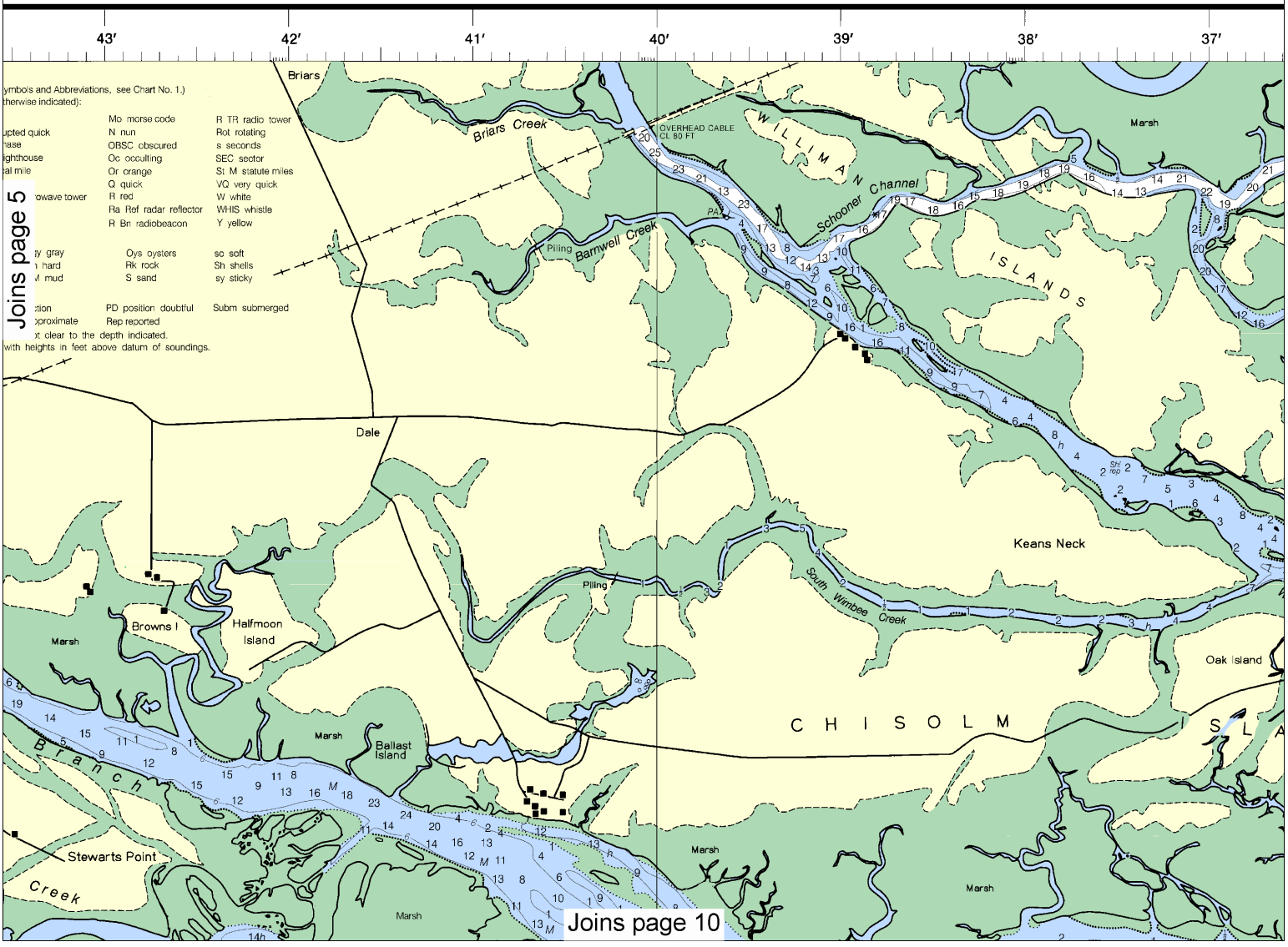
Charleston, SC.

Refer to charted regulation se



ymbols and Abbreviations, see Chart No. 1.)
herwise indicated):

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t clear to the depth indicated.
with heights in feet above datum of soundings.

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

OPICAL STORMS
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Information concerning
at the Office of the Com-
ict in Miami, FL, or at the
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section numbers.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Statute Miles

1 ½ 0 1 2 3

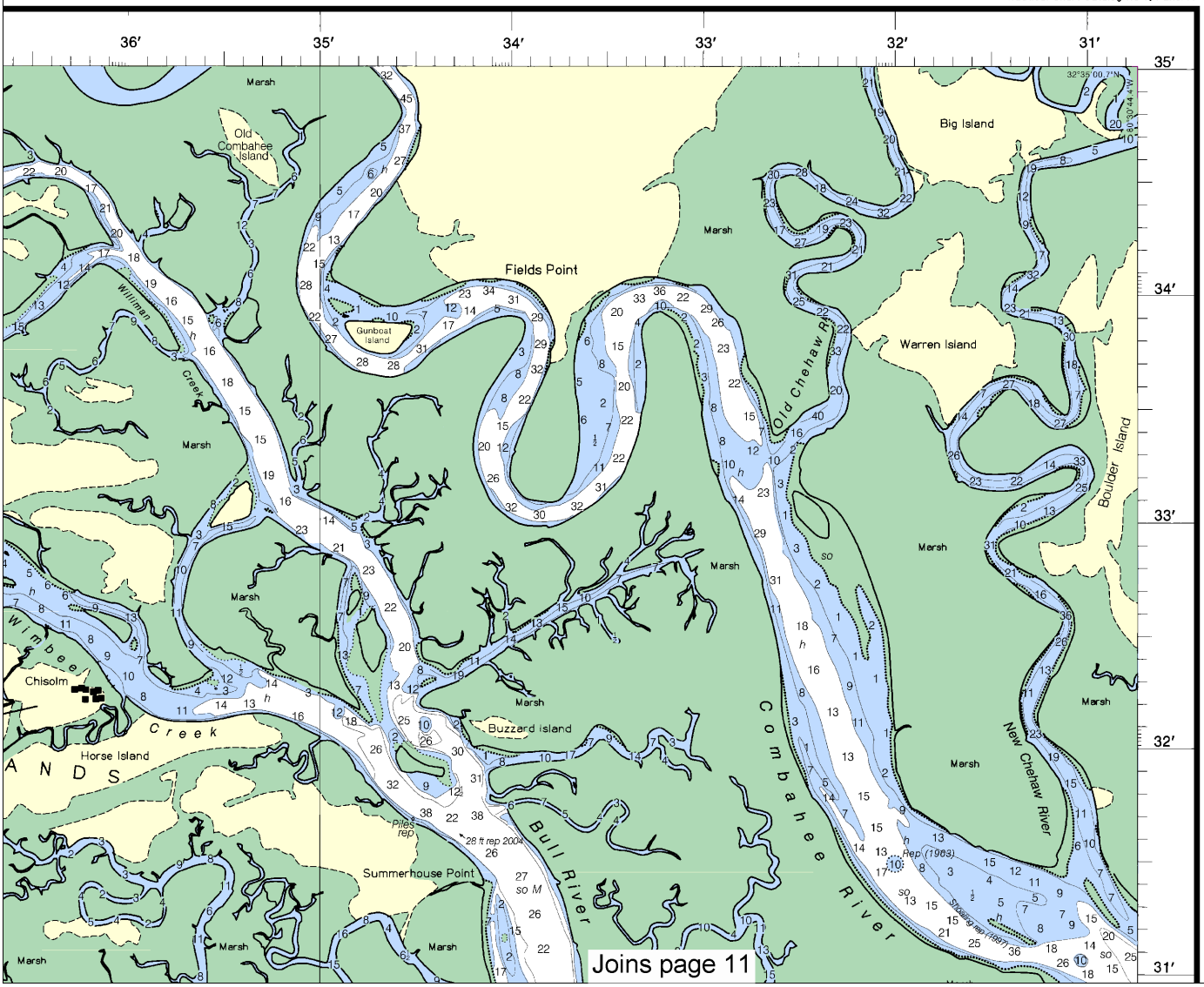
Yards

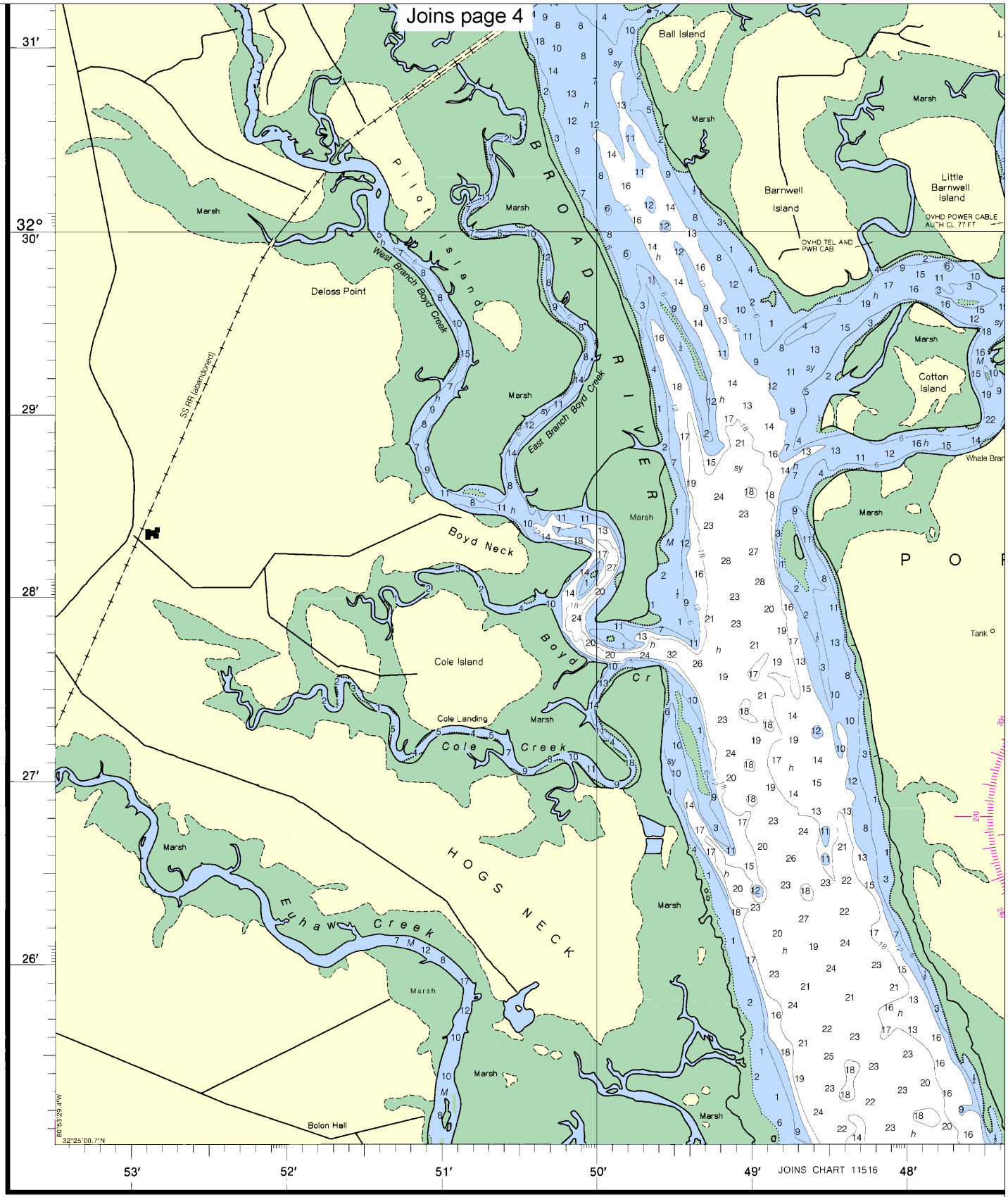
1000 0 1000 2000 3000 4000 5000

Meters

1000 0 1000 2000 3000 4000 5000

Nautical Chart Catalog No 1, Panel A





19"

12th Ed., Apr. / 03 ■ Corrected through NM Apr. 19/03
Corrected through LNM Apr. 8/03

11519

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navi
Ocean Service encourages users to submit corrections, additio
improving this chart to the Chief, Marine Chart Division (N/CS
Service, NOAA, Silver Spring, Maryland 20910-3282.

8

Note: Chart grid lines are aligned with true north.

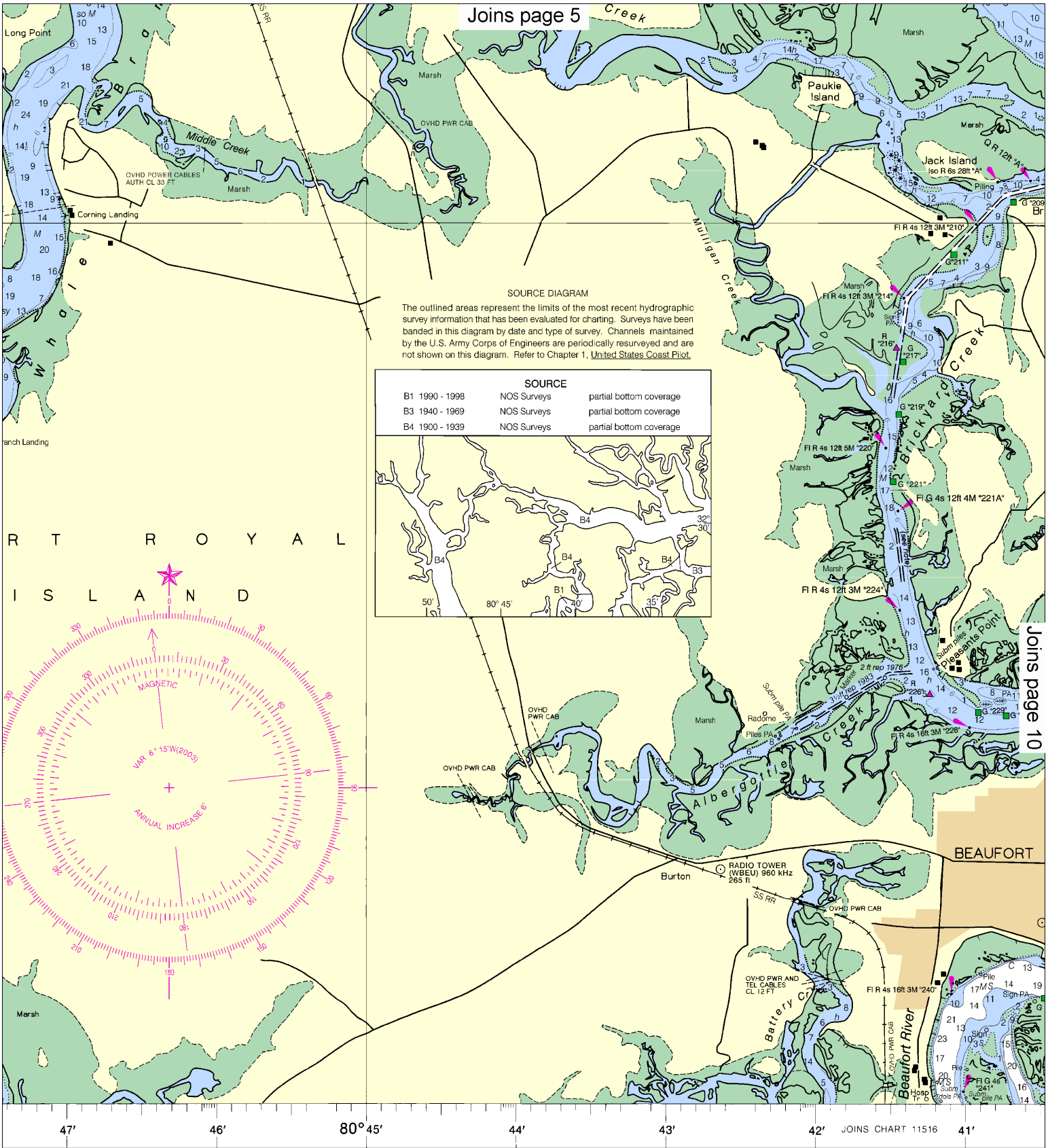
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 5



JOINS CHART 11516

Joins page 10

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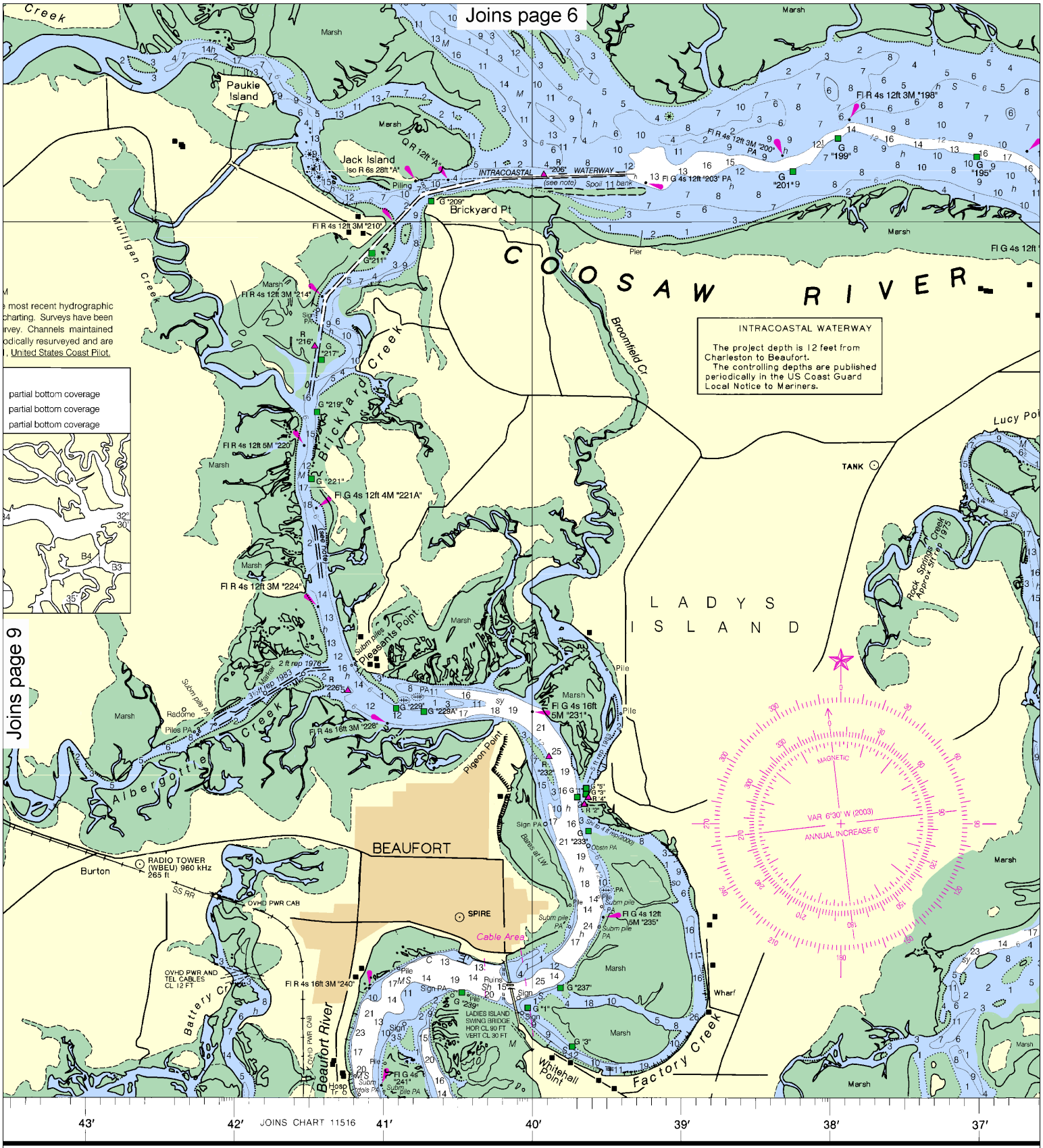
CS2), National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS
FEET
METERS

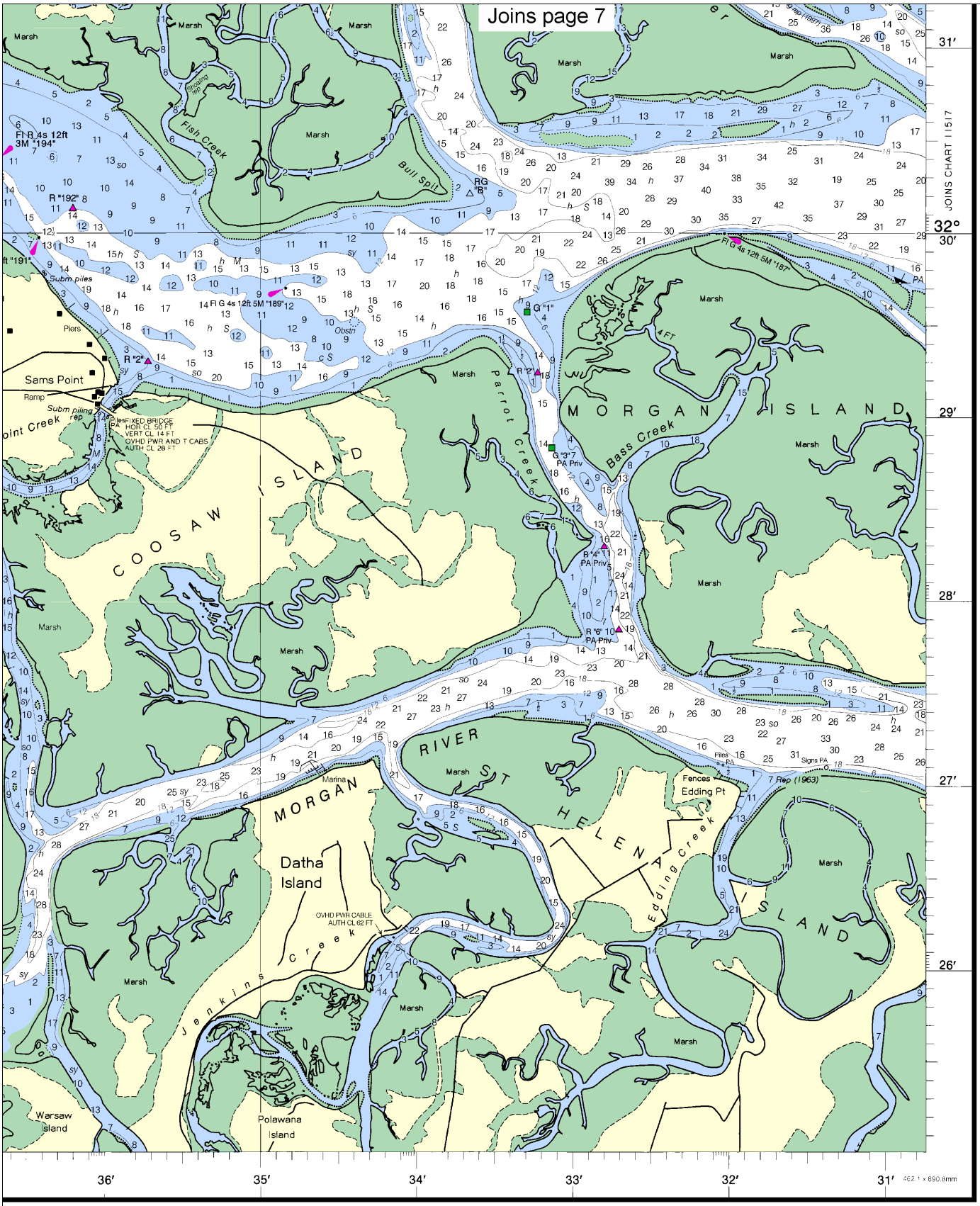
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Coosaw and Broad Rivers

SOUNDINGS IN FEET - SCALE 1:40,000

11519

ED. NO. 12

NSN 7642014010271

NIMA REFERENCE NO. 11XHA11519

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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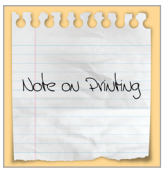

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